

airspace areas in Englewood, CO; altering the Class E airspace area in Denver, CO; altering VOR Federal airways in Colorado, Nebraska, and Wyoming; and altering jet routes in Colorado, Idaho, Kansas, Nebraska, South Dakota, Utah, and Wyoming. These changes were delayed previously pending the opening of the new Denver International Airport. This airspace reconfiguration coincides with the scheduled opening date of the new airport.

EFFECTIVE DATE: The final rules at 58 FR 47041, 58 FR 47371, 58 FR 47372, 58 FR 47373, 58 FR 47631, 58 FR 47633, 58 FR 47635, as postponed at 58 FR 60552, corrected at 59 FR 1472, 59 FR 5080, 59 FR 6217, and as postponed at 59 FR 10743 and 59 FR 24914, are effective 0701 UTC, February 28, 1995.

FOR FURTHER INFORMATION CONTACT: Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION: On September 7, September 9, and September 10, 1993, the Federal Aviation Administration (FAA) published final rules altering and establishing Class D and Class E airspace areas, VOR Federal airways, and jet routes to support the new Denver International Airport airspace reconfiguration. On January 11, 1994, a correction was published on Airspace Docket No. 91-ANM-14 to incorporate an amendment to V-220 between Grand Junction, CO, and Meeker, CO. Additionally, on February 3 and February 10, 1994, corrections were published concerning J-54 in Airspace Docket No. 91-ANM-16 to reinstate a segment from Cherokee, WY, to Laramie, WY. Most recently, the FAA delayed these rules indefinitely pending the official opening of the Denver International Airport. The new Denver International Airport is scheduled to open on February 28, 1995. This airspace reconfiguration coincides with the opening date of the new airport.

Because the public needs to be made aware of the opening date immediately, notice and public procedure are impracticable and good cause exists for making this action effective in less than 30 days.

In consideration of the foregoing, Airspace Docket No. 93-ANM-1 modifying the Class D airspace area in Broomfield, CO (58 FR 47041;

September 7, 1993); Airspace Docket No. 93-ANM-2 modifying the Class D airspace area and establishing a Class E airspace area in Aurora, CO (58 FR 47371; September 9, 1993); Airspace Docket No. 93-ANM-3 modifying the Class D and Class E airspace areas in Englewood, CO (58 FR 47372; September 9, 1993); Airspace Docket No. 93-ANM-5 modifying the Class E airspace areas at the Denver Centennial Airport, CO, Denver, CO, and Erie, CO (58 FR 47373; September 9, 1993); Airspace Docket No. 91-ANM-14 altering VOR Federal airways in Colorado, Nebraska, and Wyoming (58 FR 47631; September 10, 1993) as corrected at (59 FR 1472; January 11, 1994); Airspace Docket No. 91-ANM-16 altering jet routes in Colorado, Idaho, Kansas, Nebraska, South Dakota, Utah, and Wyoming (58 FR 47633; September 10, 1993) as corrected at 59 FR 5080 (February 3, 1994) and 59 FR 6217 (February 10, 1994); Airspace Docket No. 91-ANM-17 altering VOR Federal airways in Colorado and Wyoming (58 FR 47635; September 10, 1993), as postponed at 58 FR 60552 (November 17, 1993), as postponed at 59 FR 10743 (March 8, 1994), and as postponed at 59 FR 24914 (May 13, 1994), are effective February 28, 1995.

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Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

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14 CFR Part 71

[Airspace Docket No. 93-ANM-20]

Alteration of Jet Route J-171; CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; announcement of effective date.

SUMMARY: On February 28, 1995, the new Denver International Airport is scheduled to open, replacing Stapleton International Airport. This action supports the new Denver International Airport airspace structure by altering Jet Route J-171 from Tobe, CO, to Hugo, CO. This airspace change was delayed previously pending the opening of the new Denver International Airport. This airspace reconfiguration coincides with the scheduled opening date of the new airport.

EFFECTIVE DATE: The final rule at 59 FR 1619, as postponed at 59 FR 10744 and

59 FR 24915, is effective 0701 UTC, February 28, 1995.

FOR FURTHER INFORMATION CONTACT:

Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION: On January 12, 1994, the Federal Aviation Administration (FAA) published a final rule altering Jet Route J-171 from Tobe, CO, to Hugo, CO, to support the new Denver International Airport airspace reconfiguration.

Most recently, the FAA delayed this rule indefinitely pending the official opening of the new Denver International Airport. The new airport is scheduled to open on February 28, 1995. This airspace reconfiguration coincides with the opening date of the new airport.

Because the public needs to be made aware of the opening date immediately, notice and public procedure are impracticable and good cause exists for making this action effective in less than 30 days.

In consideration of the foregoing, Airspace Docket No. 93-ANM-20 altering Jet Route J-171 (59 FR 1619; January 12, 1994) as postponed at 59 FR 10744 (March 8, 1994) and 59 FR 24915 (May 13, 1994) is effective February 28, 1995.

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Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

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14 CFR Part 71

[Airspace Docket Nos. 91-AWA-3]

RIN 2120-AE46

Alteration of the Denver Class B Airspace Area; CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; announcement of effective date.

SUMMARY: On February 28, 1995, the new Denver International Airport is scheduled to open, replacing Stapleton International Airport. This action supports the new Denver International Airport airspace structure by altering the Denver, CO, Class B airspace area.

This change was delayed previously pending the opening of the new Denver International Airport. This Class B airspace reconfiguration coincides with the scheduled opening date of the new airport.

EFFECTIVE DATE: The final rule at 58 FR 48722, as postponed at 58 FR 60552, as corrected at 59 FR 2953, and as postponed at 59 FR 10744 and 59 FR 24914, is effective 0701 UTC, February 28, 1995.

FOR FURTHER INFORMATION CONTACT:

Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION: On September 17, 1993, the Federal Aviation Administration (FAA) published a final rule altering the Denver, CO, Class B airspace area. On January 20, 1994, a correction to the final rule was published correcting an error in the coordinates for the airport reference point and the supporting Navigational Aid for the new Denver International Airport, and to reflect the upgrading of the Denver Very High Frequency Omnidirectional Range facility to a very high frequency omnidirectional range/tactical air navigational facility. Most recently, the FAA delayed these rules indefinitely pending the official opening of the Denver International Airport. The new Denver International Airport is scheduled to open on February 28, 1995. This airspace reconfiguration coincides with the opening date of the new airport.

Because the public needs to be made aware of the opening date immediately, notice and public procedure are impracticable and good cause exists for making this action effective in less than 30 days.

In consideration of the foregoing, Airspace Docket No. 91-AWA-3 altering the Class B airspace area in Denver, CO, 58 FR 48722 (September 17, 1993); as postponed at 58 FR 60552 (November 17, 1993), as corrected at 59 FR 2953 (January 20, 1994), and as postponed at 59 FR 10744 (March 8, 1994) and 59 FR 24914 (May 13, 1994) is effective February 28, 1995.

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Harold W. Becker,

Manager, Airspace-Rules and Aeronautical Information Division.

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14 CFR Part 91

[Docket No. 27583; Amendment No. 91-243]

Special Visual Flight Rules (SVFR); Denver, CO

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule announcement of effective date.

SUMMARY: On January 19, 1994, the Federal Aviation Administration (FAA) published a final rule to amend appendix D, part 91 of the Federal Aviation Regulations to accurately reflect the name of the new Denver, Colorado airport. This action was previously delayed pending the opening of the Denver International Airport. This amendment coincides with the scheduled opening date of the new airport.

EFFECTIVE DATE: The final rule at 59 FR 2918, as corrected at 59 FR 6547, as postponed at 59 FR 10958 and 59 FR 24915 is effective 0701 UTC, February 28, 1995.

FOR FURTHER INFORMATION CONTACT:

Ellen E. Crum, Air Traffic Rules Branch (ATP-230), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

SUPPLEMENTARY INFORMATION: On January 19, 1994, the Federal Aviation Administration (FAA) published a technical amendment to sections 1 and 3 of appendix D, 14 CFR part 91, replacing the reference to Stapleton International Airport with the Denver International Airport (Amendment No. 91-236; 59 FR 2918). In the amendment, however, the FAA inadvertently indicated that the word "Stapleton" should be replaced with the word "International". The FAA issued a correcting amendment on February 11, 1994 (59 FR 6547). Most recently, the FAA delayed the rule indefinitely pending the official opening of the Denver International Airport. The new airport is scheduled to open on February 28, 1995. This action coincides with the opening of the new airport. Because the public needs to be made

aware of the opening date immediately, notice and public procedure are impracticable and good cause exists for making this action effective in less than 30 days.

In consideration of the foregoing, the final rule (Docket No. 27583) amending the name of the Denver International Airport in appendix D of 14 CFR part 91 (59 FR 2918; January 19, 1994) and the final rule correction (59 CFR 6547, February 11, 1994) postponed at 59 FR 10958, March 9, 1994, and 59 FR 24915, May 13, 1994 is effective February 28, 1995.

Issued in Washington, DC, on February 8, 1995.

Harold W. Baker,

Manager, Airspace-Rules and Aeronautical Information Division.

[FR Doc. 95-3481 Filed 2-8-94; 11:42 am]

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14 CFR Part 71

[Airspace Docket No. 95-ANM-7]

Alteration Jet Route J-20

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; clarification.

SUMMARY: This action reflects the name change of the Shreveport, LA, Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) facility to the Belcher VORTAC in the airspace designation for Jet Route J-20. The description for J-20 was previously modified to support the airspace structure for the new Denver International Airport. That action was delayed pending the opening of the airport and reflected the old name for the Belcher, LA, VORTAC. This action clarifies that the Shreveport, LA, VORTAC is now named the Belcher VORTAC in the new description of J-20 which becomes effective on February 28, 1995.

EFFECTIVE DATE: 0701 UTC, February 28, 1995.

FOR FURTHER INFORMATION CONTACT:

Norman W. Thomas, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone: (202) 267-9230.

SUPPLEMENTARY INFORMATION:

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR